

Neighborhood First Hill
Implementor Transportation
Matrix II-A-6
Activity Improve sight distances at entrance/exit of Harvard Market.

Harvard Market attracts high volumes of pedestrians and cars. Currently, there is not adequate visibility between pedestrians and drivers at the entrances to the parking lot on Union Street and on Harvard Avenue. Work with Harvard Market and SEATRAN to improve sight lines at these locations.

<u>II-A-6: 1 of 1</u>	Sub-Activity	Improve/re-design intersection of Harvard/Union/Seneca.		
	Sub-Act Comment(s)	2004 Priority Summary: This intersection was redesigned several years ago to realign marked crosswalks to the most advantageous location based upon visibility and crossing distance. Dept. of Transportation (SDOT) was unable to identify additional improvements, except for the addition of a stop bar (a painted white line that indicates where the vehicle should actually stop) on the east approach to the north of existing small triangular island.	Dena Gazin	08/13/04
		SDOT met with community representative at this intersection. This intersection was redesigned several years ago to realign marked crosswalk to the most advantageous location based upon visibility and crossing distance. We were unable to identify additional improvements except for addition of stop bar on the east approach to the north of existing small triangular island. This should be done in summer 2004.	Tony Mazzella	03/05/04
		SDOT, not DPD should be listed as lead.	John Rahaim	03/02/04
		"There are still near misses, accidents and heavy volume of both car and pedestrian traffic in and out of the Harvard Market.. The addition of trolley busses and large delivery trucks only aggravate the situation. As it is, 2 cars are barely able to pass each other on Harvard due to street parking in front of the Old Firehouse and the "No Parking" area on Harvard adjacent to the QFC." From the First Hill Neighborhood Plan Priority worksheet.	Dena Gazin	12/23/03

Target Completion	2004/4	Estimated Cost	N/A	Status	Completed
Lead Agency/Contact	Transportation; John Marek, Megan Hoyt, 684-5069, 684-5124			Priority	Top

Implementor Transportation**Matrix II-B-7**

Activity *Improve all Key Pedestrian Streets with pedestrian scale lighting, sidewalk improvements, landscaping, crossing improvements (crosswalks, signage and lighting) and curb bulbs where appropriate.*

Designate the following as Key Pedestrian Streets:

- University between Boylston and Freeway Park;*
- Union between Boylston and Broadway;*
- Seneca between Harvard and I-5;*
- Madison between Broadway and I-5;*
- Cherry between Broadway and I-5;*
- Yesler between Boren and I-5;*
- Alder between 9th and Terry;*
- Minor between University and Madison;*
- Terry between Madison and Broadway;*
- Broadway between Terry and Yesler;*
- 9th between Alder and Seneca.*

Key Pedestrian Streets are indicated on the First Hill Master Plan map located in the Neighborhood Plan document.

Priority location for improvements to Key Pedestrian Streets include those listed in Activities II-B-7a through II-B-7k.

II-B-7: 1 of 1

Sub-Activity Implement pedestrian crossing improvements on Boren Avenue.

Sub-Act Updated October 2005. Should be completed Spring 2006.
Comment(s)

Jason Wachs
10/26/05

2004 Priority Summary: Seattle Dept. of Transportation (SDOT) is currently taking some pedestrian counts at main, unsignalized crossing streets along Boren Avenue to determinate where improvements can be made for pedestrian traffic.

Jose Cervantes
05/04/04

SDOT will be taking pedestrian counts this Spring to help determine crossing demand.

Eric Tweit
04/05/04

"Boren Avenue can benefit from improved pedestrian crossings, safety islands, improved signage, lighting and possible traffic signals at key intersections." From the First Hill Neighborhood Plan Priority worksheet.

Dena Gazin
12/23/03

Target Completion 2006/2

Estimated Cost N/A

Status In-Progress

Lead Agency/Contact Transportation; Megan Hoyt, 684-5124

Priority Second

Implementor	DPD		
Matrix	I-A-1		
Activity	<i>Create a center for the Madison Street District. Focusing on the entries of the light rail station, extend the ground level retail uses 'around the corner' one half block in either direction to create a concentration of street level interest for pedestrians.</i>		
<u>I-A-1: 1 of 1</u>	Sub-Activity	Re-examine Madison Street design guidelines in preparation of proposed light rail line.	
	Sub-Act	The rezone of sites in accordance with station area planning activity due to the proposed light rail line, was completed in 2000, with new pedestrian designations on Boren, Summit and Boylston Streets.	
	Comment(s)		
		The City of Seattle has completed a Station Area Planning Program, which was a three-year effort led by the Strategic Planning Office in partnership with Sound Transit. With support from Sound Transit, Station Area Planning engaged city departments, community representatives and partner agencies in planning and development work for the ¼ mile around proposed light rail stations. The Station Area Planning Program refined the community's vision, initially articulated in neighborhood plans, for each station area and has already begun to implement some of the actions necessary to make these visions a reality.	
		Station Area Planning benefited from countless hours of volunteer community effort and staff work. We are happy to make these materials available for community stakeholders, City staff and our partner agencies to use. We believe that the accomplishments of Station Area Planning provide a clear vision for new development and transportation improvements for Seattle's neighborhoods.	
		A Framework for Action: Starting in 1998, the City of Seattle led an effort to articulate a vision and framework for future development around each of the proposed Sound Transit light rail stations. Station Area Planning (SAP) focused on the areas within a quarter mile of the stations proposed in Sound Transit's 1999 adopted alignment, and identified key public and private investments as well as City actions to achieve City and Community goals.	
		Following Through on Neighborhood Plans: Following the adoption of Seattle's Comprehensive Plan in 1994, thirty-eight Seattle neighborhoods developed twenty-year plans for the future of their communities. SAP built on this effort to ensure that investments in light rail would move neighborhood plan visions forward. Starting in 1999, City staff convened Station Area Advisory Committees (SAACs) to involve citizens in station area planning and to engage in Sound Transit's design process.	
		Guiding Direction: The station area planning team identified policy choices that will guide the direction of future land use decisions in station areas. The Seattle City Council adopted 10 Station Area Concept-Level Recommendation packages in September 2000. The concept packages were based on neighborhood plan visions for each station area and included future actions to achieve the visions.	
		City Council passed the Station Area Overlay legislation in July 2001. This legislation establishes Station Area Overlay Districts and rezones around eight future light rail stations. These actions support Transit-Oriented Development (TOD) and forward neighborhood goals for walkable town centers. The Station Area Overlay District provides flexibility for existing businesses, new development and prohibits certain auto-oriented land uses near the stations.	
		The First Hill community is engaged in discussions about development adjacent to proposed First Hill station. City staff identified sites, commissioned feasibility studies, initiated conceptual design, and led the	

Jason Wachs
09/07/05

community participation effort to ensure that a light rail station on First Hill would contribute to a vibrant, walkable center of the neighborhood with new housing, retail, and open space.

Council Acts on the Vision:

The Seattle City Council adopted the Station Area Overlay Districts and Rezones in July 2001. This action brings Seattle's Station Area Planning process to a successful close, three years after its inception. During this time, the Station Area Planning Team moved forward a number of actions to encourage transit-oriented development in station areas. City Council passed the following pieces of legislation related to Station Area Planning:

Interlocal Agreement between the City and Sound Transit, Ordinance No. 118927 (3/98)

Framework Goals and Objectives for Station Area Planning, Resolution No. 29867 (12/98)

Interim Station Area Overlay, Ordinance No. 119394 (3/99, et seq.)

Concept-level Recommendations for each station area, Resolution No. 30165 (9/00)

Station Area Overlay and Rezones, Ordinance No. 1204530120460 (7/01)

2004 Priority Summary: Changes in pedestrian design guidelines, including side streets, were adopted by Dept. of Planning & Development (DPD) in 2001. Additionally, Light Rail guidelines have been adopted. Assuming City funding for North Link, it may be possible to prepare additional guidelines for development related to the Light Rail system in the future.	Jose Cervantes 05/04/04
Depending on funding and planning decisions re-examine Madison Street Development and design guidelines in light of the presence or absence of a Sound Transit Light Rail Line. [From the 12/17/03 First Hill Stewardship Council/Priorities Committee meeting]	Unknown User 03/02/04
Not sure what these are. The changes to pedestrian designations were adopted in 2001 and the side streets were included in the designation of pedestrian streets. Light Rail guidelines have been adopted.	John Rahaim 03/02/04

Target Completion	Estimated Cost	N/A	Status	Completed
Lead Agency/Contact	DPD; Mike Podowski, 386-1988		Priority	Third

Implementor Neighborhoods**Matrix I-A-3a**

Activity *Implement a First Hill Marketing Strategy to promote the Madison Street District as the central business district for First Hill including I-A-3a to I-A-3c.*

"What's happening in First Hill" kiosks at key locations such as the new light rail station, hospital campuses, Frye Art Museum, Town Hall, Harvard Market, Yesler Community Center, and St. James Cathedral. Kiosks should include information such as bus and transit schedules, maps of available customer parking, a cultural resources index and map, a human needs bulletin board with referral numbers, neighborhood-wide information and any other relevant information.

I-A-3a: 1 of 1

Sub-Activity Create First Hill Information Kiosk at Frye Museum and/or Saint James Cathedral.

Sub-Act Support for the creation of Kiosks in the community has disappeared according to Jose Cervantes, District
Comment(s) Coordinator. Project is closed. Jason Wachs 09/07/05

2004 Priority Summary: This is a possible neighborhood involvement by First Hill Stewardship Council, First Hill Improvement Association and/or First Hill Community Council to put together a Neighborhood Matching Fund Application for competition if OED grant for the project is not available this year. Dena Gazin 11/01/04

First Hill stewardship groups have yet to fill out an NMF application as there is some question as to who will staff the booth once built. District Coordinator will contact Jennifer Hayes at OED for additional information. [Jose Cervantes] Unknown User 09/07/04

Not currently in our workplan. May be eligible for our grant program. [Steve Johnson, OED]. With neighborhood input this project has the potential for a DON/NMF grant if OED grant is not available for 2004. Unknown User 03/02/04

Target Completion	Estimated Cost	N/A	Status	Closed
Lead Agency/Contact	Neighborhoods; Garry Owens, 684-0718		Priority	Fourth

Implementor KC/Metro**Matrix I-B-8**

Activity *Work with Metro to extend the downtown Ride Free zone east to Terry Avenue. Involve Harborview, Hilltop House, Jefferson Terrace and Yesler Terrace representatives in the process.*

I-B-8: 1 of 1

Sub-Activity Open discussion between stewardship council and Metro for extension of services to Terry Avenue.

Sub-Act According to King County's Six-Year Transit Development Plan for 2002-2007 the following must be true in
Comment(s) order for the Ride Free Area to be expanded. The extension of the Ride Free area has not occurred as of October 2005. Jason Wachs 10/18/05

Expansion or Creation of New Ride Free Areas:
Expansion or creation of new ride-free areas has been proposed as a means to make access to existing bus service in activity centers easier. The issues and impacts associated with this were evaluated during 2003. Fare collection in new ride free areas would be accomplished by collecting outbound fares on exiting the bus (as is done for routes serving the Seattle CBD). The 2003 analysis concluded that new ride free areas in Seattle would not be viable without significant or costly changes to current fare collection methods. Others may be feasible, but should be assessed in comparison with other options that would accomplish the same objectives.

Expanded or new ride free areas may be considered when:

- The likely mobility benefits outweigh impacts on existing riders and transit operators
- Routes do not serve more than one ride free area
- Ability to understand the fare payment system will not be significantly reduced
- Consideration of all options shows that a ride free area will be the most effective
- Full incremental cost is borne by local jurisdiction or public-private partnership

Expanded or new ride free areas are more favorable when:

- Using all doors for loading will speed operation or reduce costs
- All transit agencies serving the area agree to participate
- Significant increase in transit use will result within the activity center

2004 Priority Summary: Seattle Dept. of Transportation (SDOT) reports that general transit coordination work is on-going. The Transportation Strategic Plan (TSP) Update, Seattle Transit Plan and King County Metro's 6-Year Update will be completed in 2004. However, the First Hill Stewardship Council/Improvement Association groups debated the merits of extending the Free Zone into First Hill (Terry Avenue). Final recommendations to be released at the end of 2004.

Dena Gazin
08/13/04

The First Hill Stewardship Council debated the merits of this project at their March 2004, meeting. The Stewardship Council will be deciding on their final recommendation in the spring of 2004.

Jose Cervantes
05/04/04

General transit coordination work is on-going. The TSP Update, Seattle Transit Plan and King County Metro's 6 Year Update will be completed this year.

Eric Tweit
04/05/04

Target Completion

Estimated Cost N/A

Status On-Hold

Lead Agency/Contact KC/Metro; Rob Fellows, 684-1449

Priority Fifth